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NPIC/R-346/64

May 1964

PHOTOGRAPHIC INTERPRETATION REPORT

ALUKSNE MRBM COMPLEX, USSR LAUNCH AREA NO 1

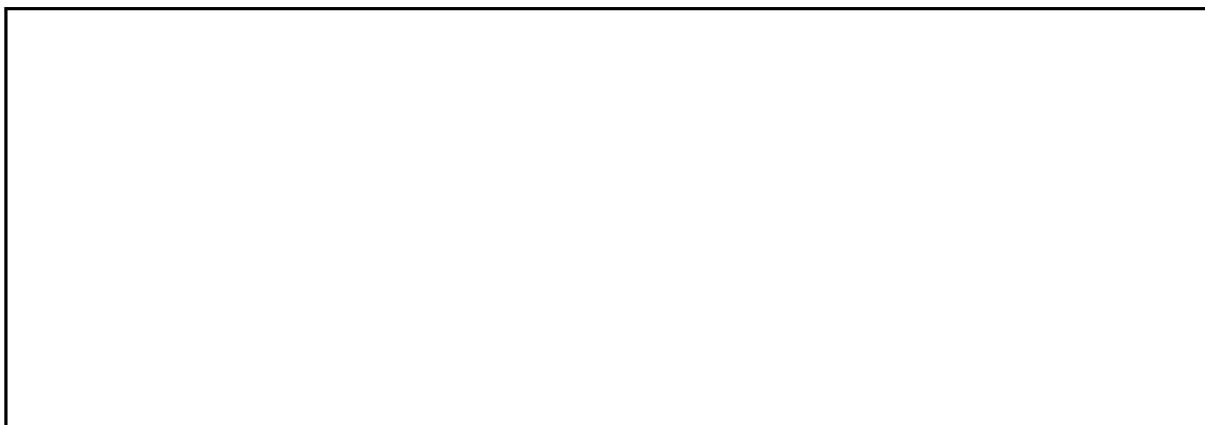
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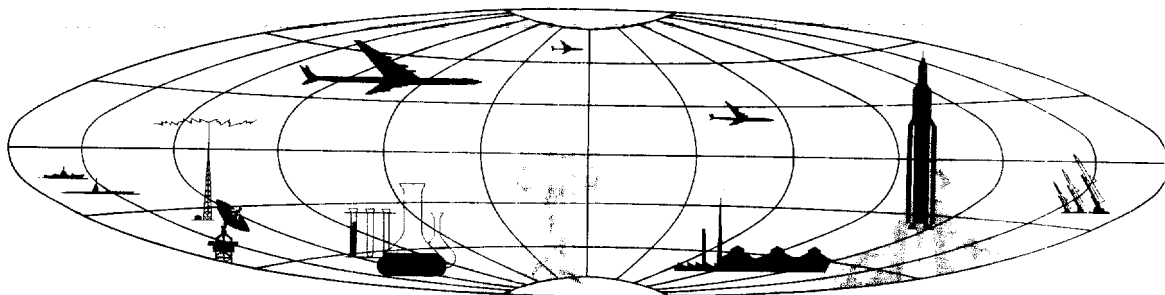


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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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ALUKSNE MRBM COMPLEX, USSR

LAUNCH AREA NO 1

Launch Area No 1 (TDI name: Lejasciems Launch Site 1) -- Type II
57-21-15N 26-44-45E BE No [REDACTED]

Launch Area No 2 (TDI name: Ruski Launch Site) -- Type II
57-25-15N 26-50-00E BE No [REDACTED]

Launch Area No 3 (TDI name: Lejasciems Launch Site 2) -- Type IV
57-13-00N 26-33-30E BE No [REDACTED]

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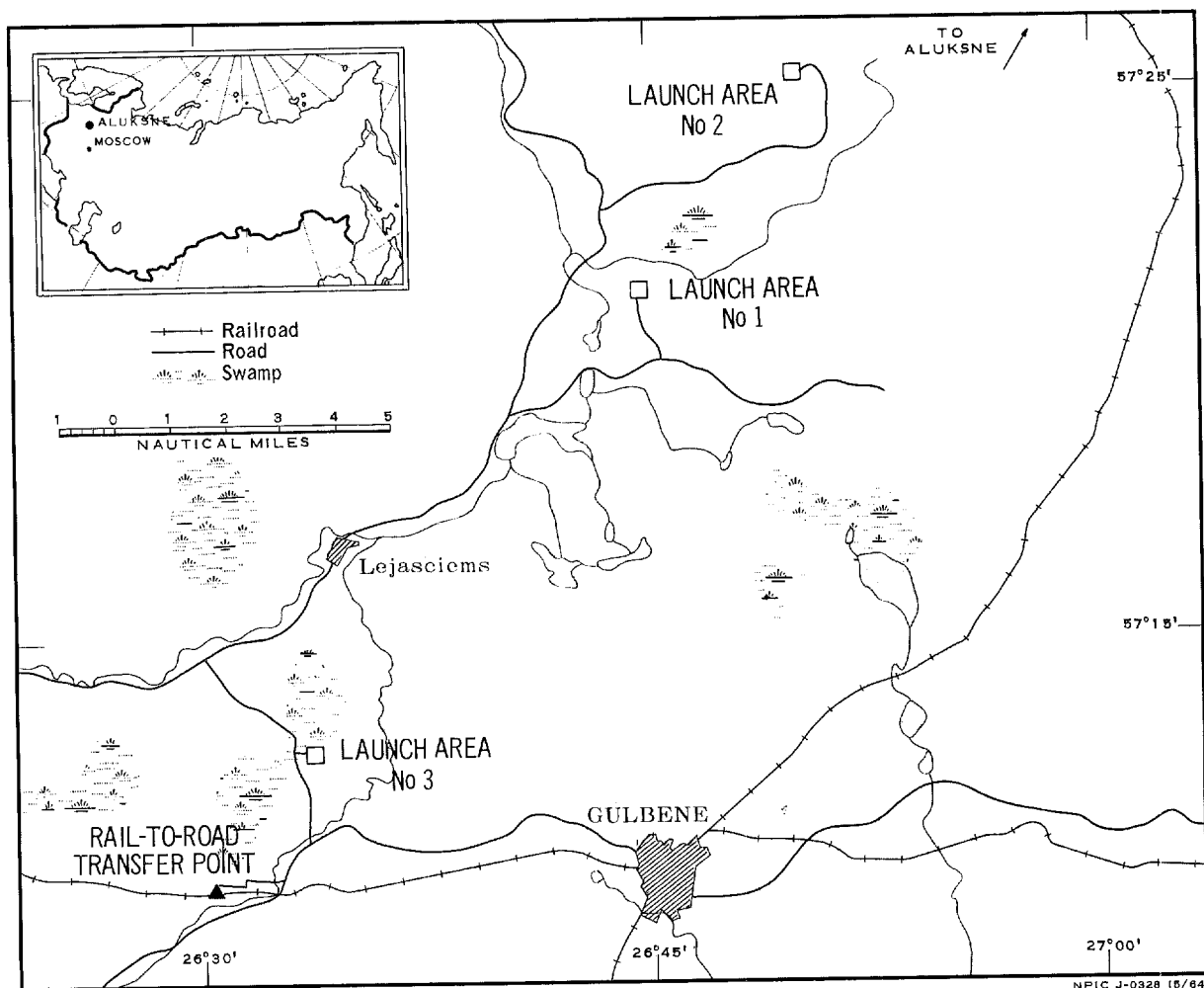


FIGURE 1. ALUKSNE MRBM COMPLEX, USSR.

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This report, based on [REDACTED] photography of [REDACTED]
[REDACTED] updates that portion of NPIC/R-143/63

concerning Launch Area No 1. Information on the remainder of the Aluksne MRBM Complex (Figure 1) is given in the referenced reports.

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1, 2/ Launch Area No 1 is a completed Type II launch area located 11 nautical miles (nm) southwest of Aluksne in the Latvian SSR.

Launch Area No 1 is located in heavily wooded, hilly terrain at an approximate elevation of 375 feet. An improved, probably all-weather road serves the complex. This road connects Launch Area No 1 to Launch Area No 2 (5 nm northeast), Launch Area No 3 (10.2 nm southwest), the complex rail-to-road transfer point (13.5 nm southwest), and Aluksne (11 nm northeast). Aluksne could also serve as a rail-to-road transfer point as it is closer to Launch Areas No 1 and 2 than the complex transfer point. The complex transfer point and Aluksne are also connected by rail, and are 23.4 nm apart.

Launch Area No 1 (Figure 2) was first observed in [] at which time only a small portion of the road pattern was identifiable. The type and construction status of the area were undeterminable. At that time, Launch Area No 2 (Type II) was complete and Launch Area No 3 (Type IV) was in the very early stage of construction. The rail-to-road transfer point was also under construction at that time. The next coverage of the launch area was in [] and at that time the road network, including the area access road, and the beginnings of a site support facility were visible. In [] the area was again observed and identified as a completed Type II MRBM launch area. The next coverage of the launch area, in [] is the best quality photography over the area. It revealed the launch site with four elongated launch pads, the [] and the site support facility. At this time Launch Area No 3 and the complex rail-to-road transfer point also were complete. Further coverage in [] revealed the

addition of several buildings in the Site Support Facility.

The main access road enters the launch area through a gate in the security fence, passes through the northern part of the site support facility, and enters the north end of the launch site. It runs down the center of the launch site, with roads branching off on either side and forming loops which contain two offset pairs of elongated, soft launch pads measuring 245 by 70 feet. To the rear of each launch pad is a drive-in missile-ready building with an adjacent small building. Between each pair of pads is a control building which is connected by possible cable scars or trails to a small building inboard of each launch pad. A building is located in line with the northern pair of ready buildings along the area access road. A small building is immediately to the rear of the inboard ready building of the southern pair of ready buildings. Five small unidentified objects or structures are scattered about the site and there is an erector/launcher on each launch pad. The technical section of the site support facility is contained within the launch site and consists of a series of three loop roads forming a ladder-like pattern. No structures or vehicles are identifiable in the technical section. Located 1,800 feet north-northeast of the center of the launch site is a [] facility consisting of two parallel, earth-mounded, drive-through buildings situated on a double loop road. Across the main access road from the [] facility is a possible athletic field with an unidentified object or structure within it. Located 3,200 feet north of the center of the launch site are the other components of the site support facility: a vehicle maintenance and storage section with 4 buildings; an administration and housing section with 7 barracks-type buildings and one small building; and 8 other (one probable) buildings. Along the main access road between the [] facility and these compon-

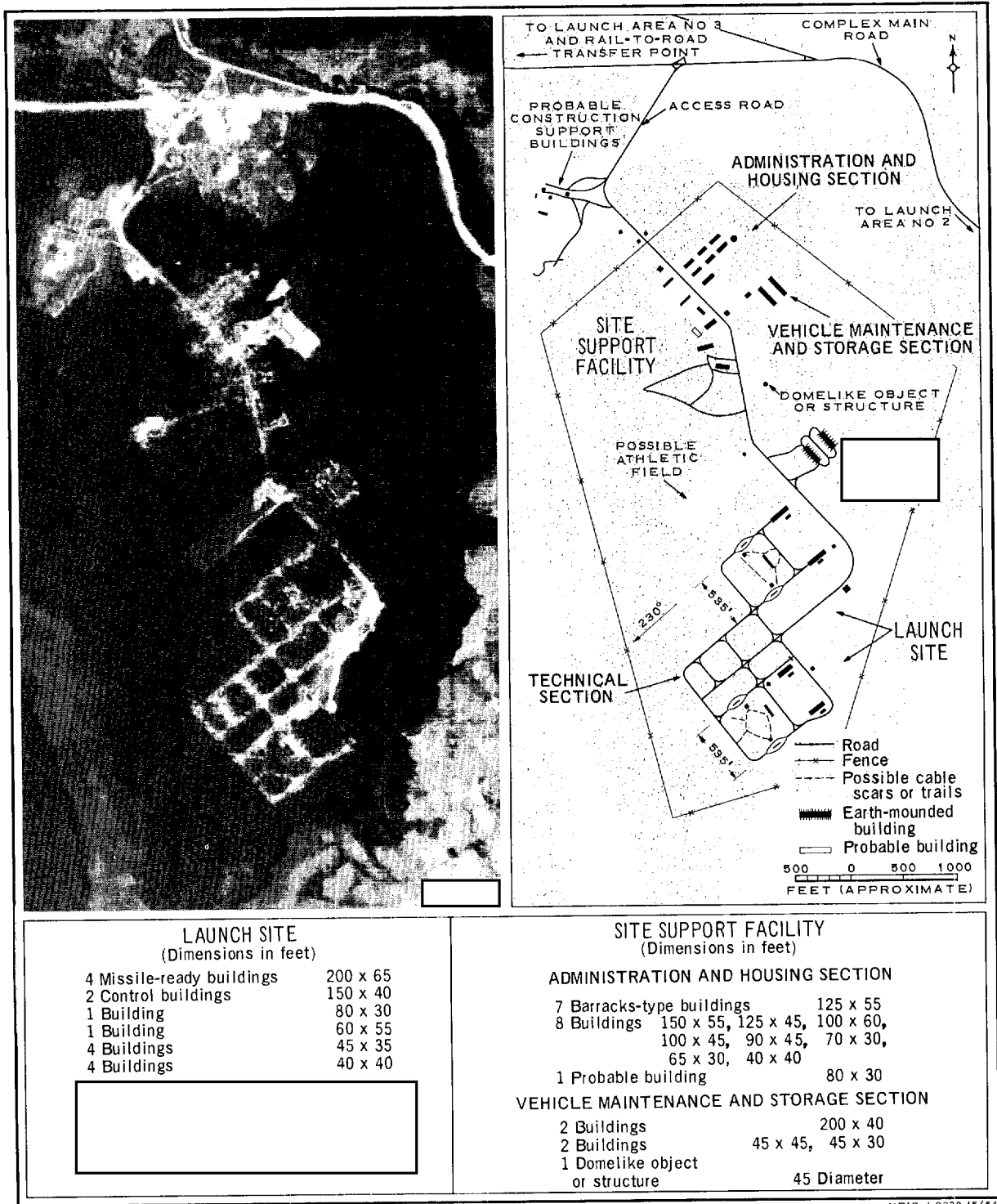


FIGURE 2. LAUNCH AREA NO 1.

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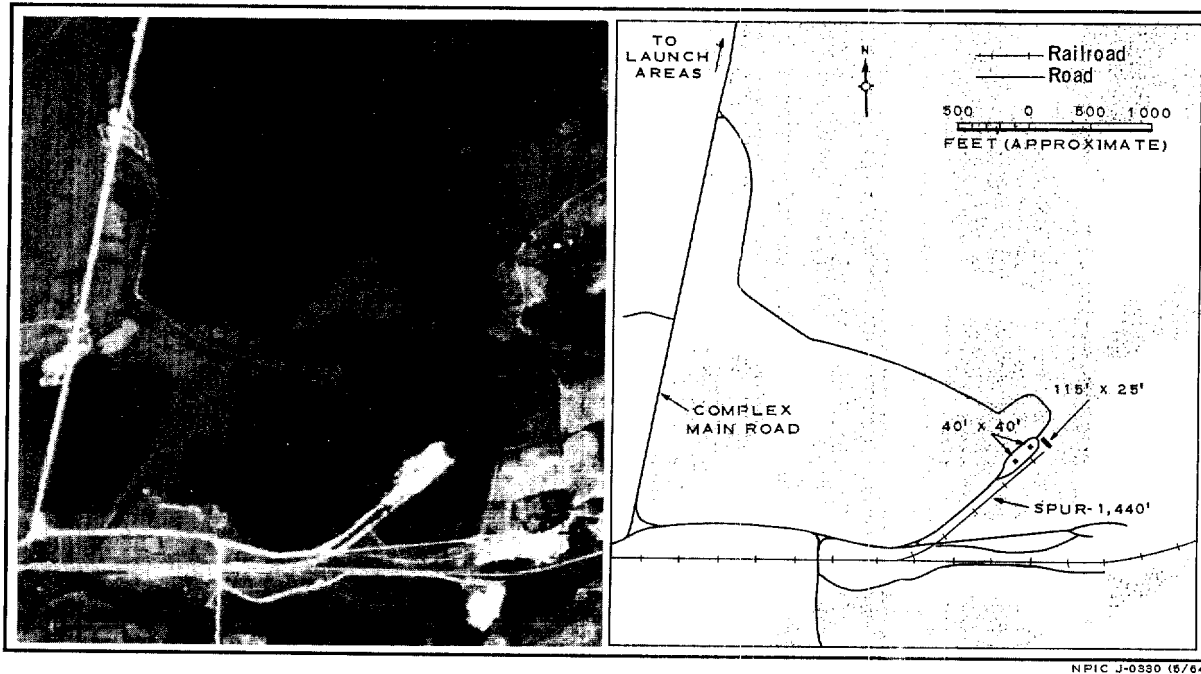


FIGURE 3. RAIL-TO-ROAD TRANSFER POINT.

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ents of the site support facility, in a small cleared area, is a domelike object or structure 45 feet in diameter. A gate in the security fence, which encloses the launch area, is located 870 feet west-northwest of the center of the northern part of the site support facility. Three small buildings are situated in the immediate area of this gate, and are probably security connected. In a large, heavily scarred, excavated area along the main access road, and 1,740 feet northwest

of the northern part of the site support facility, are 5 buildings of undetermined size which are probably construction support associated.

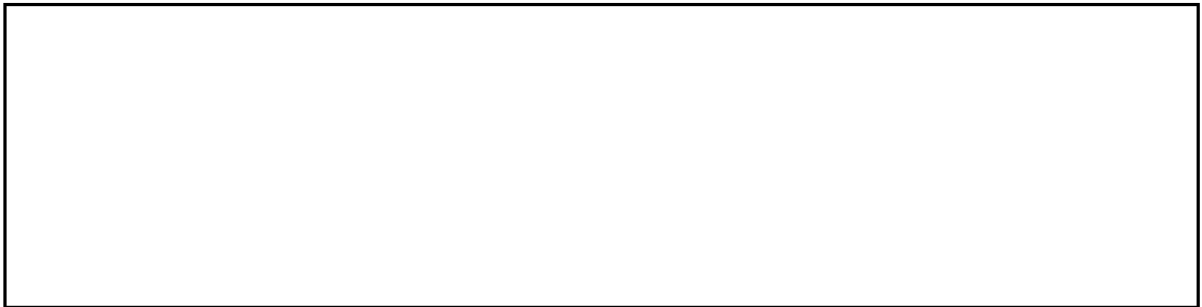
The complex rail-to-road transfer point, which is 18.4 nm southwest of the launch area, consists of a loop road, a rail spur, and three buildings (Figure 3). The rail spur extends 1,440 feet from the main line to its termination in the transloading area, and is 320 feet in length within the transloading area.

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REFERENCES

PHOTOGRAPHY

25X1D



MAPS OR CHARTS

Army. AMS Series N501, Sheet No 35-8, 3d ed, Jul 61, scale 1:250,000 (UNCLASSIFIED)

SAC. US Air Target Chart, Series 200, Sheet 0153-18HL, 3d ed, Dec 62, scale 1:200,000 (SECRET)

DOCUMENTS

1. NPIC. R-143/63, *Aluksne MRBM Launch Complex*, Jul 63 (TOP SECRET)
2. NPIC. R-109/64, *Aluksne MRBM Complex, USSR*, Feb 64 (TOP SECRET)

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REQUIREMENT

UGMC-64

NPIC PROJECT

N-468/64

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